

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

SCIP

GRANT

IMPORTANT: Please consult the "Instructions for Completing the Project
completion of this form.

CBOIG

SUBDIVISION: City of Wyoming

CODE# 061-86730

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 06 / 15/02

CONTACT: Jennifer L. Vatter PHONE # (513) 721 - 5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL _____

PROJECT NAME: Mills Avenue Reconstruction

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$432,500
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 865,000.00 FUNDING REQUESTED: \$ 432,500

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 432,500 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

2002 SEP 20 PM 2:38
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 865.000 _____ .00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 865.000 _____ .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u>432,500 .00</u>	<u>50</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>432,500 .00</u>	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>432,500 .00</u>	<u>50</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>432,500 .00</u>	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>432,500 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Mills Avenue Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project limits are Mills Avenue from St. Clair to Burns (West and East Mills Avenue) in the City of Wyoming. Please see attached project vicinity map

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Full depth pavement removal and replacement
- 2.) Curb removal and replacement
- 3.) Add new storm catch basins
- 4.) Install new storm sewer system
- 5.) Seeding and Mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 2200 LF. The width of the existing roadway varies from 20 - 32 feet. The existing pavement has deteriorated beyond repair, has severe cracks, and the curbs are crumbling. The entire pavement must be replaced.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2,500 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 865.000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>07 /15 /02</u>	<u>02 /28 /03</u>
4.2 Bid Advertisement and Award:	<u>03/01/03</u>	<u>07/01/03</u>
4.3 Construction:	<u>07/02 /03</u>	<u>12/31/04</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA / /</u>	<u>NA/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Robert Harrison
TITLE City Manager
STREET 800 Oak Avenue
CITY/ZIP Cincinnati, OH 45215
PHONE (513) 821-7600
FAX (513) 821-7952
E-MAIL rharrison@wyoming.oh.us

5.2 CHIEF FINANCIAL

OFFICER Dina Minneci
TITLE Director of Finance
STREET 800 Oak Avenue
CITY/ZIP Cincinnati, OH 45215
PHONE (513) 821-7600
FAX (513) 821-7592
E-MAIL

5.3 PROJECT MANAGER

Dan Sullivan
TITLE Public Works Director
STREET 800 Oak Avenue
CITY/ZIP Cincinnati, Ohio 45215
PHONE (513) 821-7600
FAX (513) 821- 7952
E-MAIL

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Robert W. Hamison, City Manager
Certifying Representative (Type or Print Name and Title)

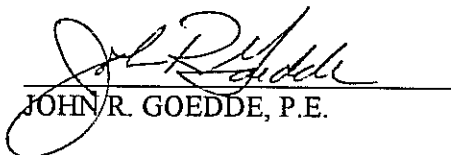
Robert W. Hamison 9/19/2002
Signature/Date Signed

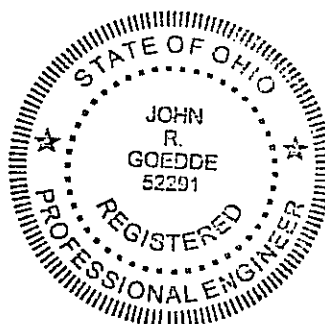
Mills Avenue Improvements
Engineer's Estimate

<u>Ref.</u> <u>No.</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit</u> <u>Price</u>	<u>Total</u>
1.	Trees Removed/Clearing	LS	1	20,000.00	20,000.00
2.	Excavation/Pavement Removed	CY	2,400	20.00	48,000.00
3.	Driveway Apron - Removed and Replaced	SY	600	50.00	30,000.00
4.	Curb Removed	LF	5,000	5.00	25,000.00
5.	Catch Basins Removed	EA	2	500.00	1,000.00
6.	Concrete Walk Removed & Replaced	SF	1,500	5.00	7,500.00
7.	Pipe Removed	LF	140	10.00	1,400.00
8.	Excavation including Embankment (Undercut)	CY	300	40.00	12,000.00
9.	Aggregate Base	CY	1,150	50.00	57,500.00
10.	Bituminous Aggregate Base	CY	575	90.00	51,750.00
11.	Asphalt Concrete (Leveling)	CY	210	90.00	18,900.00
12.	Asphalt Concrete (Surface)	CY	210	90.00	18,900.00
13.	12"-15" Conduit	LF	950	60.00	57,000.00
14.	18"-24" Conduit	LF	400	70.00	28,000.00
15.	Catch Basin	EA	20	2,000.00	40,000.00
16.	Manhole	EA	10	2,000.00	20,000.00
17.	Concrete Curb	LF	4,400	12.00	52,800.00
18.	Maintain Traffic	LS	1	10,000.00	10,000.00
19.	Construction Layout Stakes	LS	1	30,000.00	30,000.00
20.	Seed & Mulch Restoration	SY	4,500	1.00	4,500.00
21.	Erosion Control	LS	1	2,000.00	2,000.00
22.	Utility Adjustments (incl. waterline)	LS	1	250,000.00	250,000.00
23.	Contingencies	LS	1	78,750.00	78,750.00

Total Estimated Cost 865,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.


JOHN R. GOEDDE, P.E.





CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

STATUS OF FUNDS CERTIFICATION

The City of Wyoming will utilize approximately \$432,500.00 from its local budget as its participation for the Mills Avenue Reconstruction Project.

Dina Minneci
Finance Director
City of Wyoming

RESOLUTION NO. 12 - 2002

**RESOLUTION AUTHORIZING THE FILING OF AN
APPLICATION FOR S.C.I.P. 2002-2003
FUNDS AND EXECUTION OF PROJECT AGREEMENT
WITH OHIO PUBLIC WORKS COMMISSION**

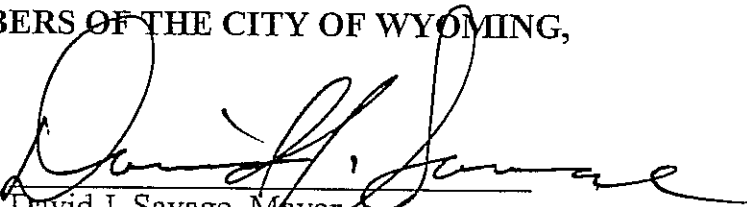
WHEREAS, in order to be eligible for S.C.I.P. 2002-2003 Funds through the State of Ohio in conjunction with the Ohio Public Works Commission, it is necessary to file an application requesting said funds.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYOMING, OHIO:

Section 1. The City Manager be, and he is hereby authorized and directed to file an application for 2002-2003 S.C.I.P. Funds to the District Public Works Integrating Committee.

Section 2. The City Manager is also authorized and directed to execute a project agreement with the Ohio Public Works Commission with respect to the utilization of such funds.

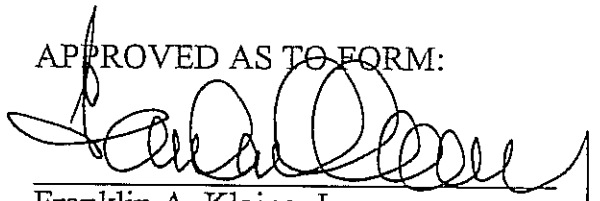
PASSED IN THE COUNCIL CHAMBERS OF THE CITY OF WYOMING, OHIO, THIS 17th DAY OF JUNE, 2002.

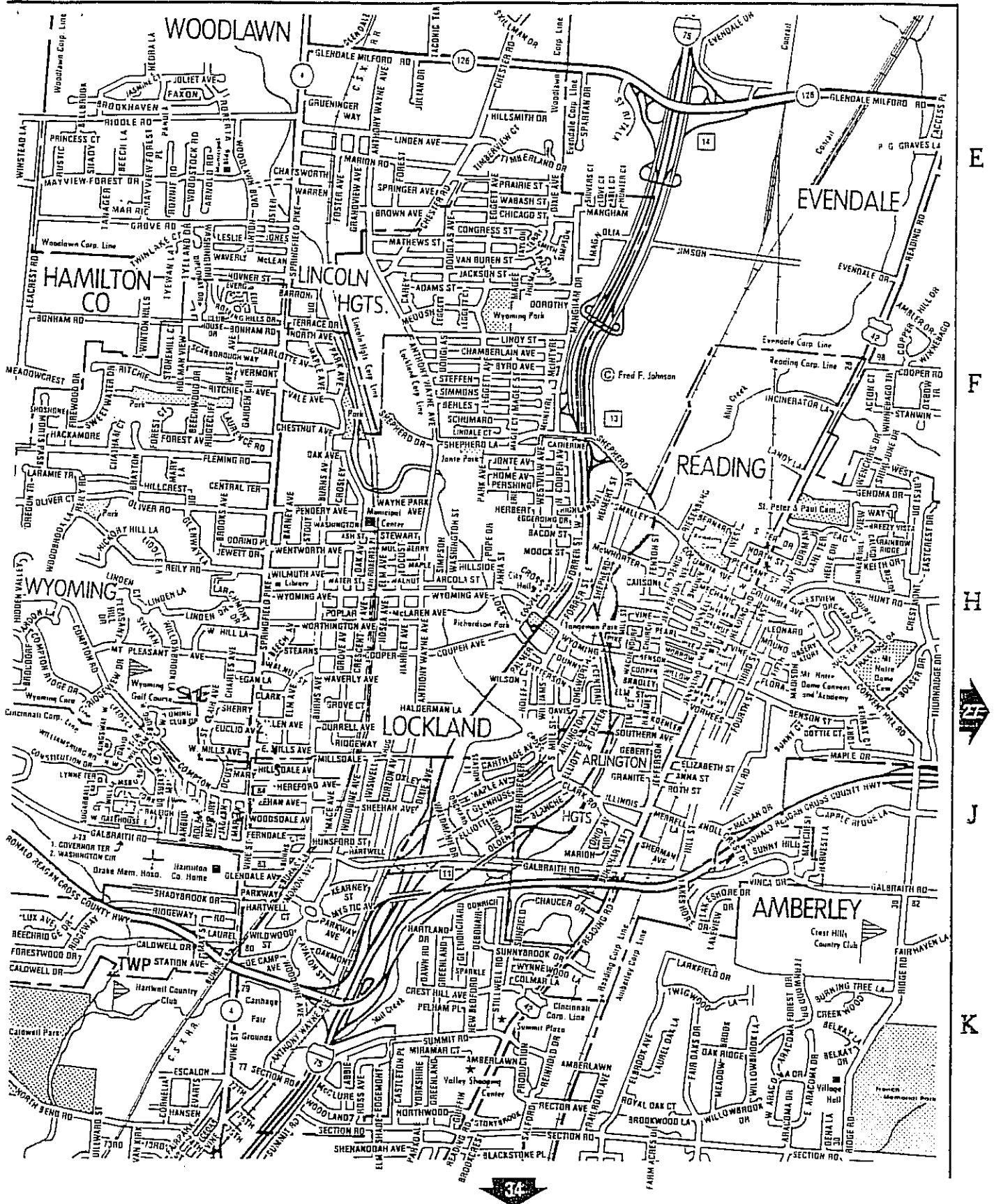

David J. Savage, Mayor

ATTEST:


Patricia A. Colman
Clerk of Council

APPROVED AS TO FORM:


Franklin A. Klaine, Jr.
City Solicitor





CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 18, 2002

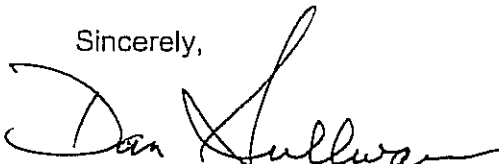
Mr. John Goedde, P.E.
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, OH 45219

Dear John:

Please be advised that the 4-inch water main that services Mills Avenue has been in service for over 80 years and is tied together with the old lead type joint fittings.

I hope this information is helpful. Should further information be required, please do not hesitate to call.

Sincerely,


Dan Sullivan
Public Works Director

DS/dlm



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 18, 2002

Mr. John Goedde, P.E.
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, OH 45219

Re: 4" Waterlines on Mills Avenue

Dear Mr. Goedde:

As you are aware, there are currently 4" waterlines on Mills Avenue in the City of Wyoming.

This causes great concern for our Fire Department, because 4" lines do not provide adequate pressure to fight fires effectively. These streets have many homes located close together which makes fighting fires even more difficult, as one fire can quickly spread to another home. Being able to provide the residents adequate fire protection is obviously extremely important.

It would be our recommendation that these 4" lines be replaced with 8" lines when the construction of this street is underway if possible.

Thank you for your consideration. Please do not hesitate to call me with any questions you may have.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Smith".

Richard Smith
Assistant Fire Chief

RS/dlm

JMA Consultants, Inc.

Engineers
Surveyors
Land Planners
Construction Managers

Established in 1933

2021 Auburn Avenue
Cincinnati, Ohio 45219
(513) 721-5500
Fax: (513) 721-0607

Principals:

John R. Goedde
William R. McCormick
Daniel J. Rensing
Daniel W. Schoster
M. Doug Webster

September 19, 2002

Mr. Richard Smith
Assistant Fire Chief
City of Wyoming
800 Oak Avenue
Wyoming, Ohio 45215

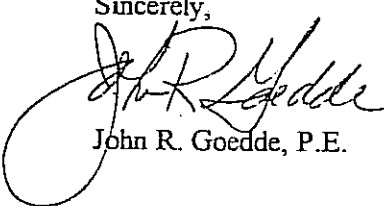
Re: Watermains in Mills Ave., West Charlotte Ave., West Ave.

Dear Assistant Chief Smith:

Thank you for your letter regarding the 4-inch watermains in Mills Ave., W. Charlotte and West Avenue.

As you are aware, the existing water lines are under the pavement. The design of the new roadway for these streets will either reduce the crown significantly or lower the pavement to improve drainage, resulting in substandard cover for the existing water line. The water line will need to be lowered to have sufficient cover to accommodate the new street grades and proposed storm drainage system. Because of the age and size of the existing system and its lead joint construction, lowering the main is not feasible. A new 8-inch main is required, laid below the profile of the existing line if the project is funded.

Sincerely,


John R. Goedde, P.E.

Copy: Dan Sullivan, City of Wyoming



E. Mills Avenue



E. Mills Avenue



E. Mills Avenue



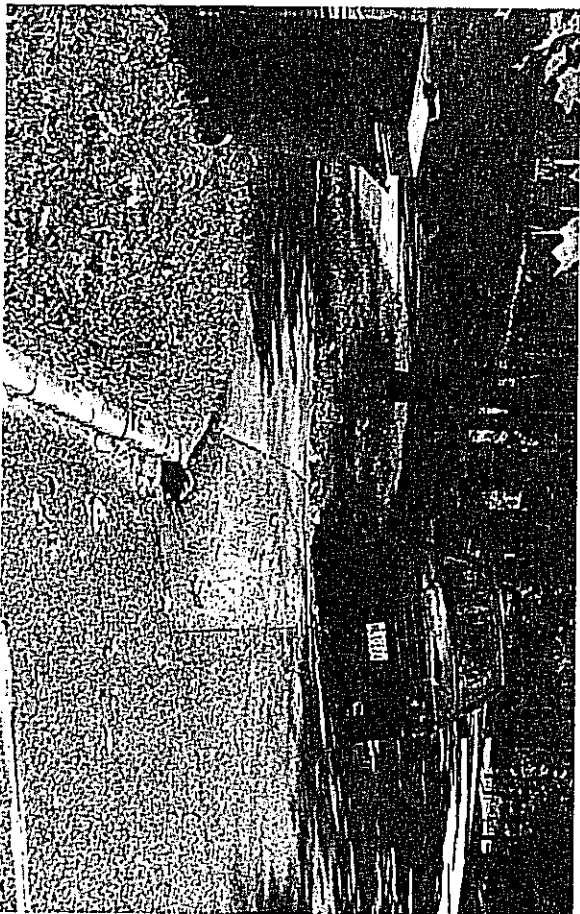
E. Mills Avenue @ Elm



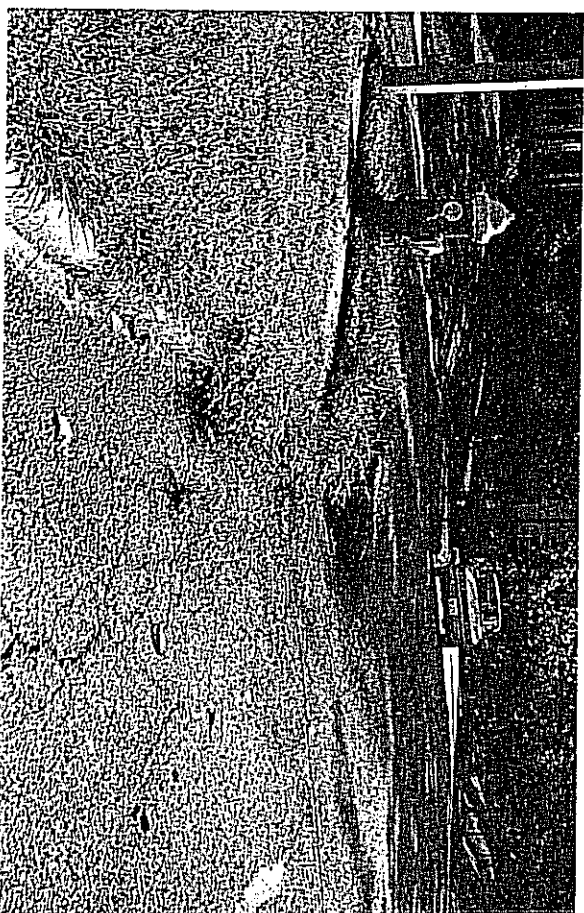
E. Mills Avenue @ low point - inlets submerged
(Address #16/#22)



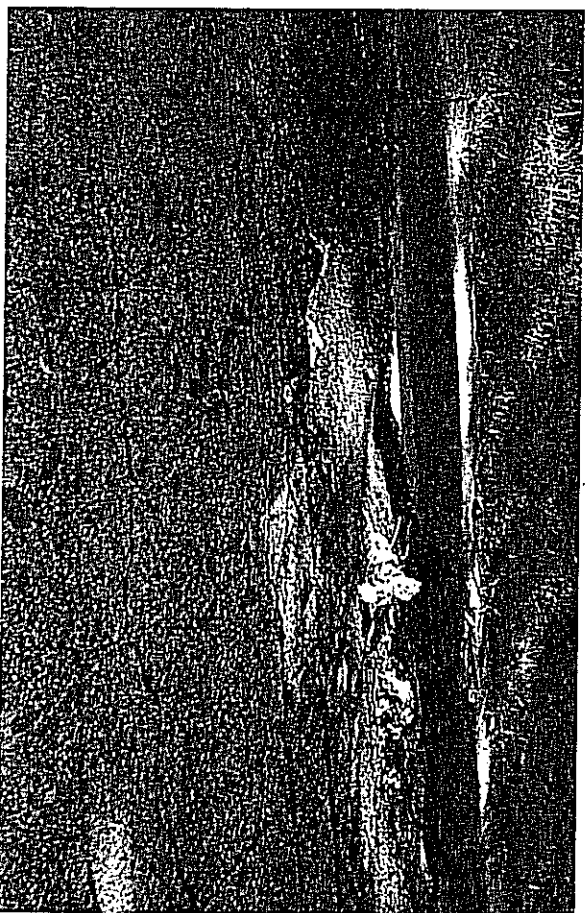
E. Mills Avenue



E. Mills Avenue



E. Mills Avenue

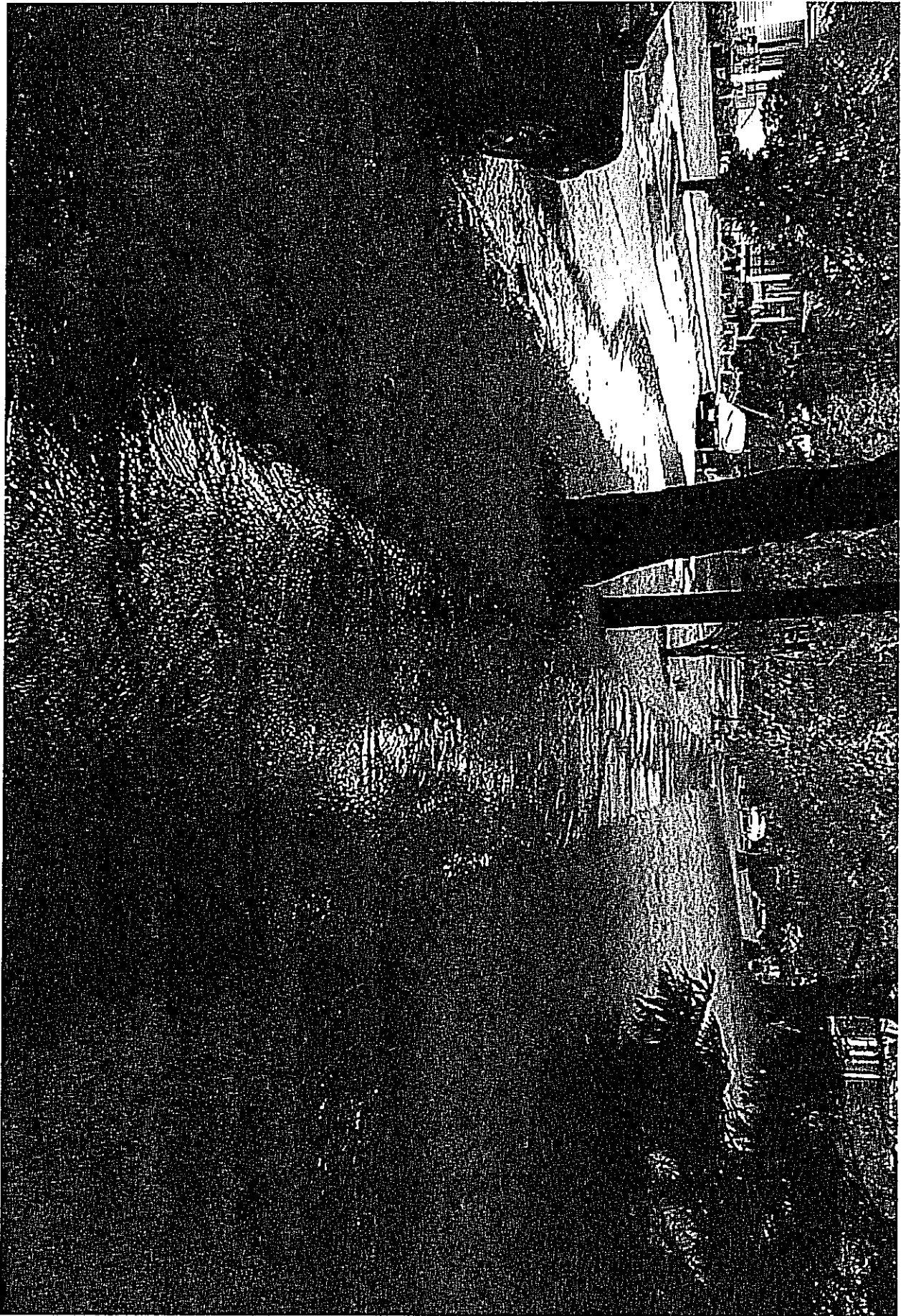


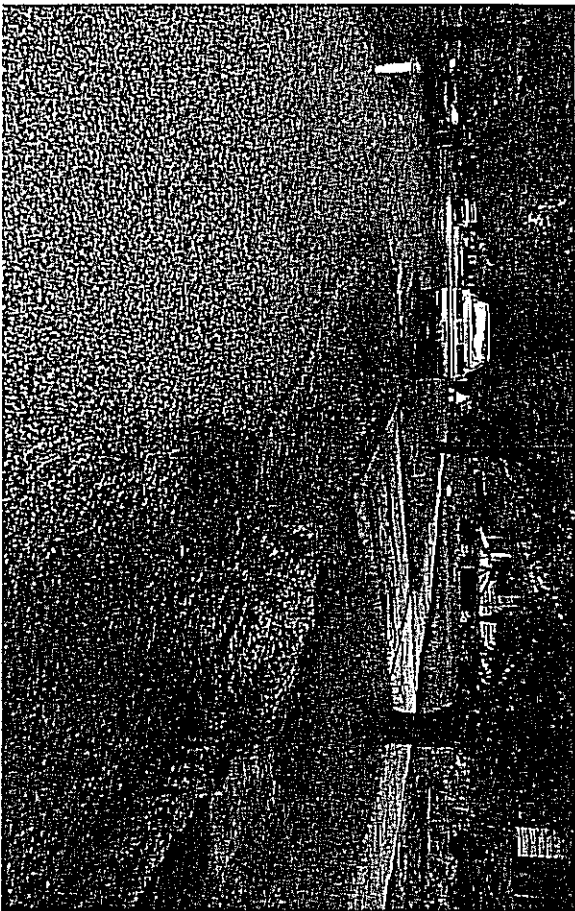
E. Mills Avenue



E. Mills Avenue

Ed. MILES.





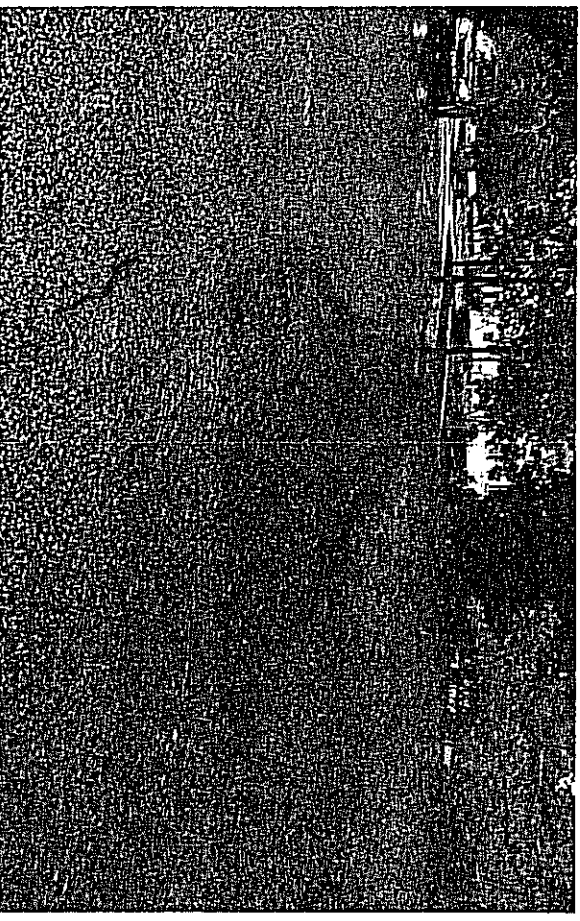
W. Mills Avenue



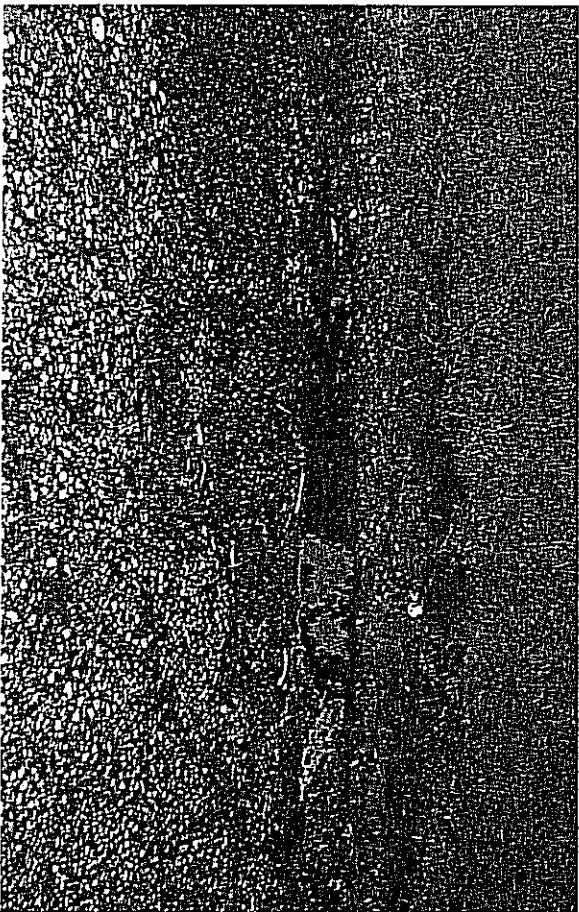
W. Mills Avenue



W. Mills Avenue



W. Mills Avenue



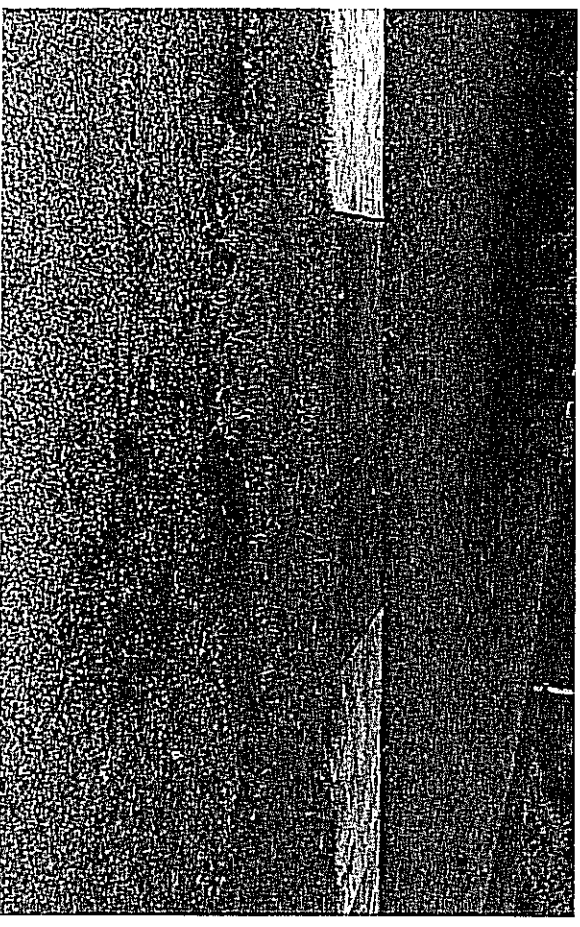
W. Mills Avenue



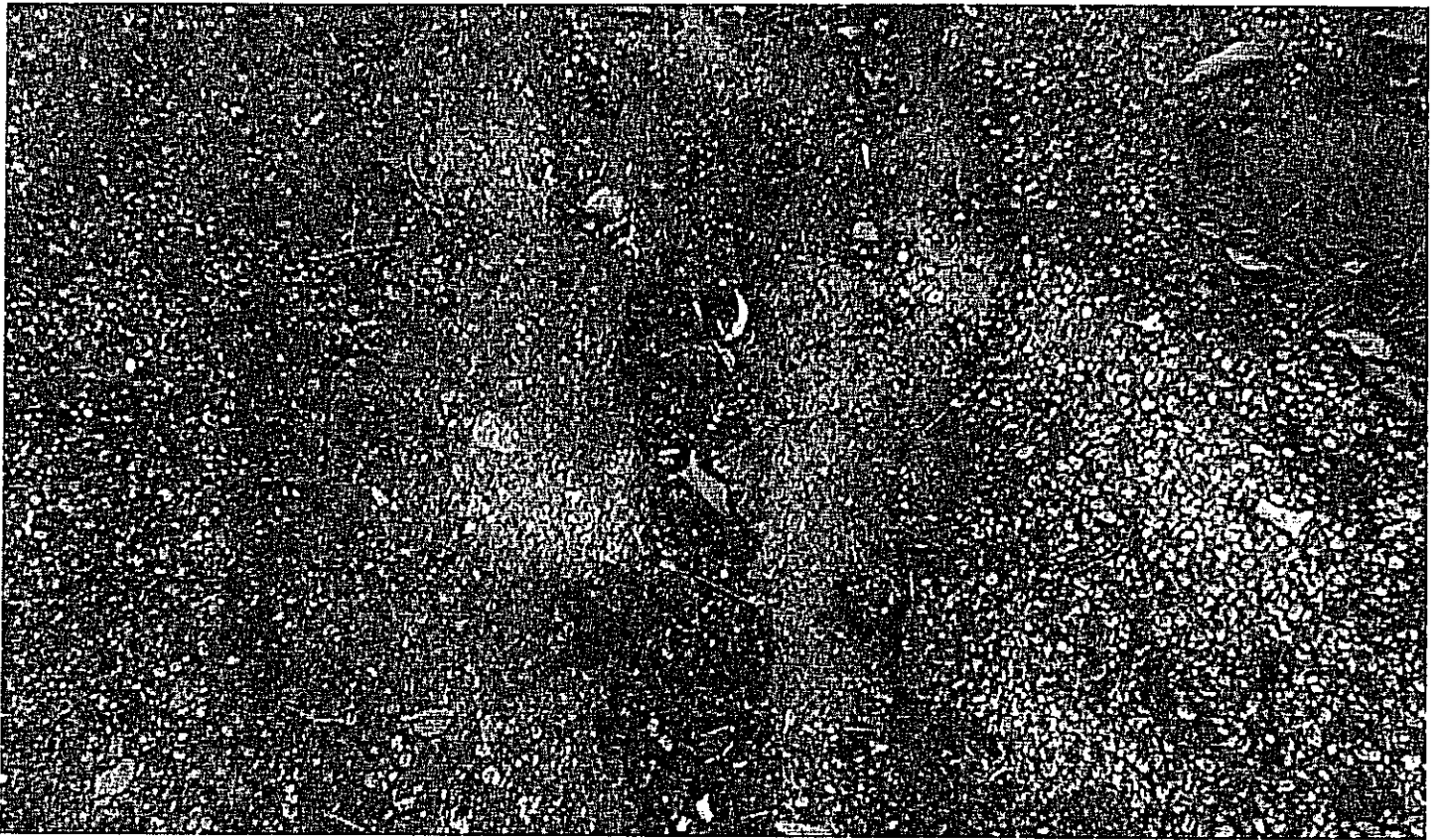
W. Mills Avenue



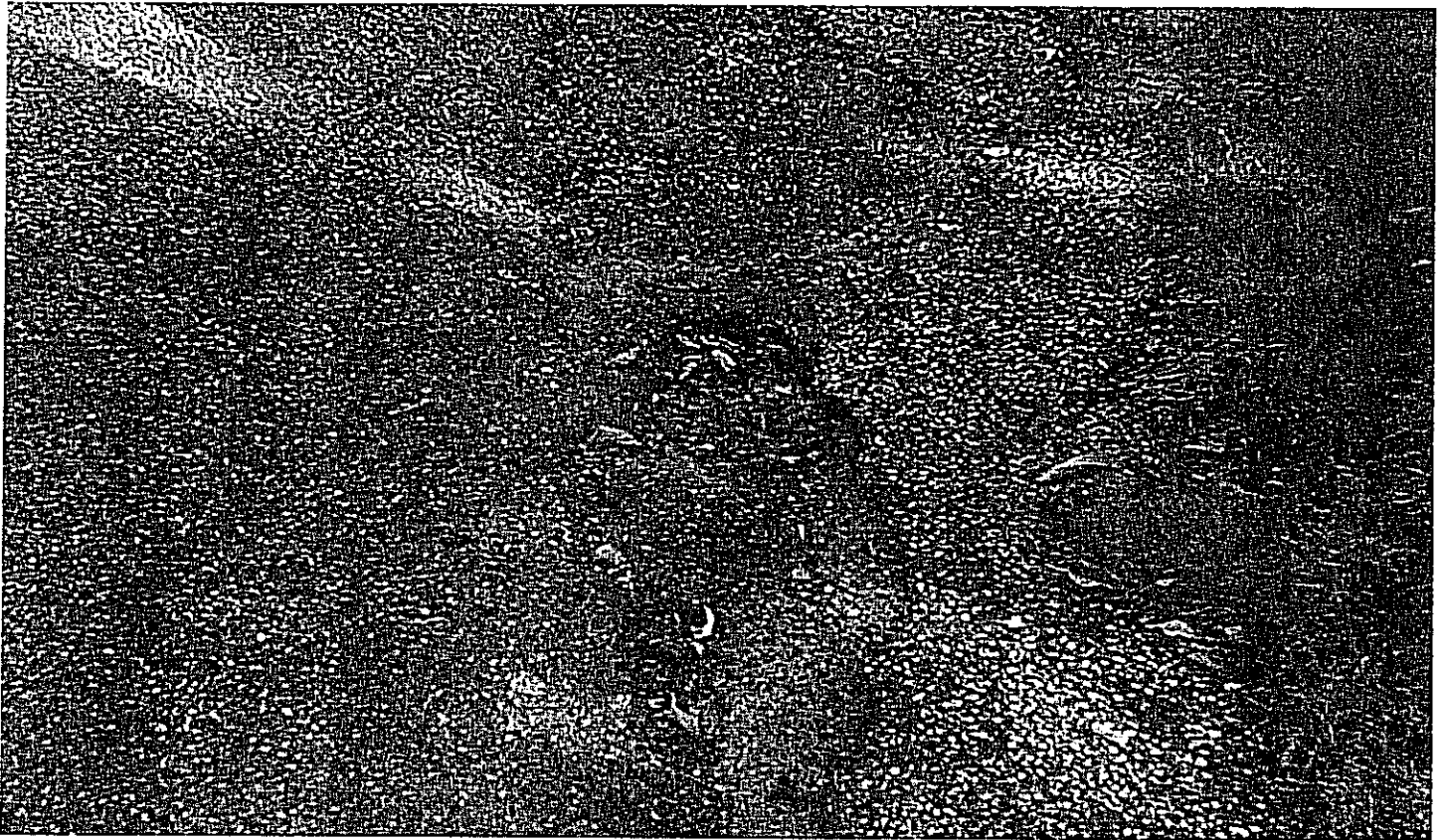
W. Mills Avenue



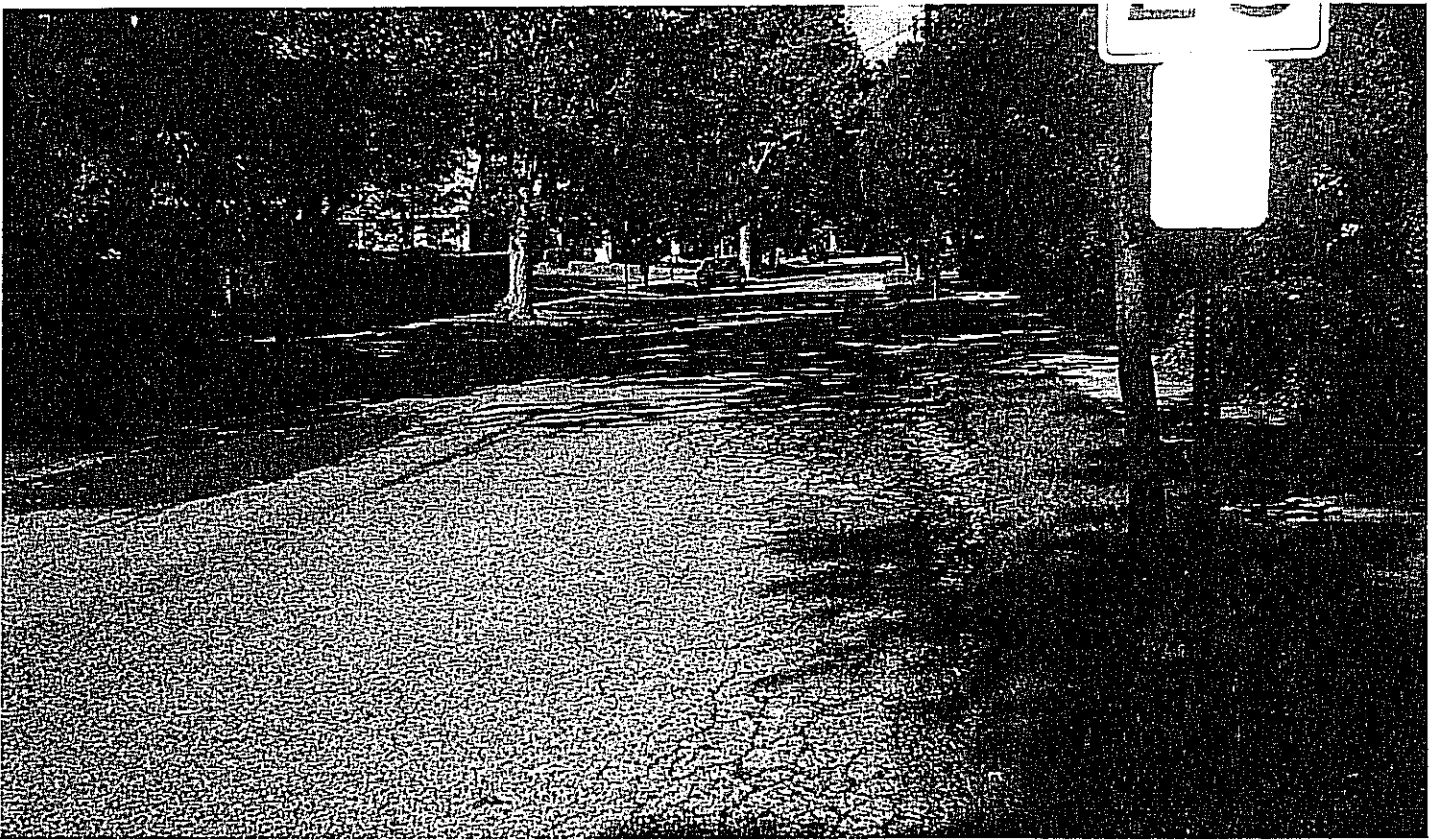
W. Mills Avenue



W. Mills Avenue



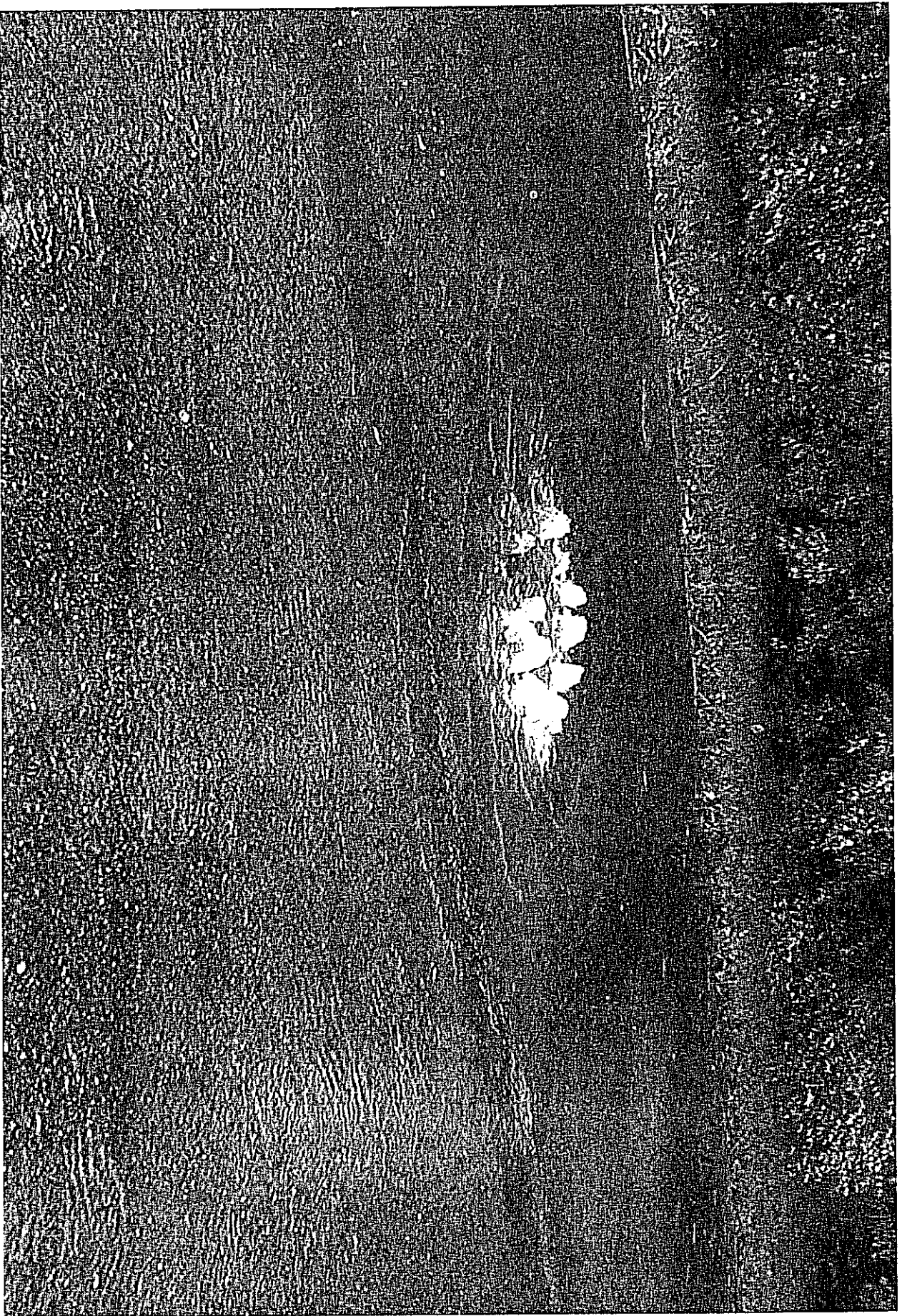
W. Mills Avenue



W. Mills Avenue



W. Mills Avenue



W. Mills Avenue @ St. Clair
Sanitary Sewer Discharge



W. Mills @ St. Clair

ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement and subgrade were evaluated, and an engineering report was prepared. The surface pavement consists of deteriorated asphalt with severe alligator cracking. Curbs on the east side of Mills are deteriorating and must be replaced. The asphalt bitumen has deteriorated from around the aggregate resulting in an extremely rough driving surface. Compaction of the soil subgrade beneath the pavement for Mills is approximately 90 percent less than the 98%-100% desired (referenced in p. 4 of the West Mills Geotechnical Report).. The report specifically recommends complete reconstruction - removal of the existing pavement, reconditioning the soil subgrades and replacement of the pavement section with a granular base (p. 6). The pavement thickness varies from 2.5 to 4.1 inches (ref. p.3) and therefore milling is not an option. No part of the pavement is able to be salvaged, and the existing pavement appears to be at the end of its service life (p.3). Runoff is pretty much uncontrolled due to lack of curbs on the west side of Mills and swales which are ill-defined, causing ponding within and outside the street (reference attached photos). This has contributed to the deterioration of the pavement. New curbs will be installed together with new catch basins connected to a new pipe system to control drainage. The existing storm system on the east side of Mills is sub-standard (reference photo of Elm intersection) based upon current acceptable design parameters - no part of the existing storm system is salvageable. The drainage system will be fully replaced and upgraded (including addition of catch basins). to meet current standards. Lowering the crown on the

east side of Mills will result in substandard cover conflicts with the existing water line, thus will need to be replaced and lowered. Also on the west side of Mills the roadway will be reconstructed at a lower elevation to ensure positive drainage from the adjacent property, precluding the potential for future ponding of stormwater outside the pavements (see attached letters). The waterlines along Mills are nearly 100 years old, and thus at the end of their useful life (see attached letter).

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Mills Avenue is utilized by the residents on the street, as well as other City residents, and the students of Elm Elementary School on the east side. The curbs are severely deteriorating, and there are potholes which causing icing conditions in winter months. The extremely rough surface escalates the potential for accidents and injuries. The new pavement will alleviate those conditions, providing a safer facility. The storm sewer will be upgraded to eliminate localized flooding and eliminate the potential for freezing of surface water in the street and along the walks. There are severe potholes causing icing conditions in winter months. There is also water that ponds over a public sidewalk at a crosswalk at the intersection of Elm and E. Mills, which ices in the winter, causing very unsafe conditions, especially with school children walking in this area (reference picture). The new pavement and drainage system will alleviate those conditions, and provide a smooth driving surface. Reconstruction of the roadway will provide a much safer facility. The existing 4 inch water main along Mills Avenue does not provide adequate fire protection and will be replaced by the City in conjunction with the roadway improvements. This will increase the capacity of the water system allowing better service and fire protection capabilities (see attached letter from Fire Chief).

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The existing water line is aged and was installed with lead joints, which is a health hazard to the residents (see attached letter from Public Works Director). The water line will be replaced with the

street reconstruction, alleviating the hazard. In addition, residents also experience back-up of sanitary sewers during storm events. Replacement of the storm sewer including the addition of new catch basins will greatly improve collection and conveyance capability (outfall to existing creek at St. Clair) and alleviate infiltration of Mills Avenue stormwater into the sanitary sewer.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Mills Avenue Reconstruction

Priority 2 West and W. Charlotte Avenue Reconstruction

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

No significant impact on economic growth

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works

Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funds are used as the match for this project.

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

- 10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The project will primarily affect the residents of the City of Wyoming.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2,500 X 1.20 = 3,000 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes

Infrastructure Levy _____ Specify type _____ Facility

Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax Bond for Roadway Improvements Specify type _____

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: WYOMING

NAME OF PROJECT: MILLS AVENUE RECONSTRUCTION

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- ☒ 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*Geotech report
full recon. is needed
limited depth of punct.
high crown, lots of utility
cuts, very rough ride
20 LAST YEAR*

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- ☒ 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- 0 - No measurable impact

*PLCS of flooding from
pressure probe
fire chief*

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- ☒ 10 - Minimal importance
- 0 - No measurable impact

*Sanitary
breakups, but no
does. Have level
joints*

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

- ☒ 10 - No
- 0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

Appeal Score

10 – The project will directly secure significant new employment

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

☒ 0 – The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

☒ 10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

LOCAL = 50%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

☒ 0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

Appeal Score

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

☒ 2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

☒ 5 - Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 - Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 - Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

Appeal Score

10 - Major impact

8 -

6 - Moderate impact

4 -

☒ 2 - Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

3,000

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.